

Weekly Container Briefing

2 November 2021

Time Charter Rates

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	54.17	► 0.00
1,740/1,300TEU (G) 20.5 k	66.00	► 0.00
1,714/1,250TEU (G) 19k Bkk Max	32.92	► 0.00
2,500/1,900TEU (G) 22 k	83.65	► 0.00
2,500ECO/2,100TEU (G) 18.5 k	27.06	► 0.00
2,800/2,000TEU (GL) 22 k	59.28	► 0.00
3,500/2,500TEU (GL) 23 k	40.00	► 0.00
4,250/2,800TEU (GL) 24 k	116.00	► 0.00
6,500/4,900TEU (GL) 24 k	60.44	► 0.00
8,500/6,600 (GL) 25 k	60.80	► 0.00
9,000WB/7,100TEU (GL) 25 k	33.33	► 0.00
10,000/8,000 (GL) 25 k	33.33	► 0.00
BOXi Total *	666.98	► 0.00
52 Week High	669.79	
52 Week Low	102.71	

* Benchmark TC rates assessed on the basis of a 12-month time charter period

Market comment

Maersk Line - whom are also the current charterers - have reportedly committed a brace of high reefer 3800TEU vessels at an enbloc price of \$109m with delivery within 2021.

Alongside this there were a number of feeders committed or in the process of being so by a cross section of liner operators.

Indeed activity by tramp Owners is becoming more notable by the day. This week we saw the FS IPANEMA (1,794,TEU, geared, built 2009 Taizhou Kouan) being committed to European buyers with a TC attached to King Ocean Services until Q2 2024 .

Braemar ACM's Demometer - Container Ship Deliveries

Demolition Sales Last 30 days	Total ACTUAL Demolished 2021	Total in Same Period 2020	Total Demolished 2020	Total NBs Delivered 2021
NIL TEU (NIL Vessels)	14,000 TEU (17 Vessels)	191,500 TEU (83 Vessels)	199,000 TEU (90 Vessels)	899,000 TEU (118 Vessels)

Vessel Deliveries Wk43/21	TEU	Shipyard	Owner	Deployment	Series No + Comment
EVERAIM	23,992	Samsung H.I.	Evergreen Marine Corp	Asia-EUR-Asia	3/6 OCEAN-A, NEU6
CMA CGM HOPE	15,264	Hyundai H.I.	Eastern Pacific Shipping	Asia-MED-Asia	10/26 OCEAN-A, CMA CGM MED2
Total TEU	39,256				

Macroeconomics

China's factory activity contracted more than expected in October, shrinking for a second month, an official survey released on Sunday showed. The official manufacturing Purchasing Managers' Index for October came in at 49.2, falling below the 50 level which separates expansion from contraction. Factory output was held back by reduced power supply, material shortages and high input costs, according to respondents of the manufacturing PMI survey.

The IHS Markit Euro Area Manufacturing PMI edged down to 58.5 in October of 2021 from 58.6 in September, still way above market forecasts of 57, flash estimates showed. The reading pointed to the slowest growth in factory activity in 8 months, although it remained a strong one by historical standards. Production was the lowest in 16 months, mainly due to supply constraints as supply shortages and transportation problems continued to worsen.

US economic growth slowed sharply in the third quarter of the year, as the fast-spreading Delta variant of coronavirus dampened consumer spending. The economy expanded at an annualised rate of just 2% in the three months to September - down from 6.7% in the previous quarter. It came as the US faced supply chain issues, rising inflation and new Covid restrictions in some places. But infection rates are falling and some experts think growth will pick up.

Liner and Trade

Congestion at the world's large container ports continues to increase as supply chains suffer from delayed cargo and unreliable services. The ports of Long Beach and Los Angeles set a new record yesterday, with 79 containerships waiting either at anchor or in holding areas off San Pedro Bay. The previous high was 73 on September 19 and the total number of boxships in port or awaiting a berth rose to 108, breaking the previous day's record of 103. (Source : Lloyd's List)

The Shanghai Containerised Freight Index is still hovering around all time highs. Though for the past two weeks, the index has posted marginal declines. Last week the index dropped 0.35%. As we approach the end of the year, typically spot rates tend to decline as holiday inventory levels have been reached. (Source :data from SCFI)

Germany's Hapag-Lloyd has again upgraded its earnings forecast for the full financial year to between €10.1bn to €10.9bn (\$11.6bn to 12.6bn). That is a result of unabated global demand for container transport and the continuing disruption in global supply chain, the company said. (Source : Tradewinds)

Indicators	02-Nov-21	Last week	12 months ago
Shanghai Containerised Freight Index	4,567 ▼	4,583	1,530
FTSE 100 Index	7,289 ▲	7,223	5,577
US\$ LIBOR 12 month	0.36% ▲	0.32%	0.33%
Brent Crude Oil Price \$/bbl	84.5 ▼	86.0	37.5
Singapore Bunker 0.5% VLSFO \$/t	617 ▼	633	318

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